

May 3.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.
Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.25; mediums, \$2; snappers, 75c.
Peak cod, large, 2; medium, \$1.75; snappers, 70c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.
Cusk, large \$1.35; mediums, \$1; snappers, 50c.
Dressed pollock, 90c, round, 80c.

Bank halibut 9c for white and 7c for gray.

Herring Fares From Magdalens.

Sch. Daniel C. Blake of Lubec arrived at Mulgrave, N. S., Wednesday from the Magdalens with a full cargo of herring, it being the first time on record that a trip has arrived from the Magdalens in April.
Sch. Maud S. also passed south from the Magdalens on the same date with a full load of herring.

Salt Mackerel Imports.

Imports of salt mackerel of the 1912 catch landed at Boston to date figures 31,074 barrels against 32,111 barrels of the 1911 catch for the same period in 1911.

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THE USUAL QUIET OF CLOSING DAY

Pervades T Dock This Morning With Few Arrivals and Little Moving.

The fresh fish trade at T dock closed quietly today at noon, four new arrivals being reported this morning and one yesterday afternoon.
The total receipts was less than 50,000 pounds, the demand being slow with correspondingly low prices.
Wholesalers quoted \$1.90 to \$2.50 for haddock, \$2.50 for large cod, \$1.75 to \$2 for market cod and \$1.50 for pollock.

Boston Arrivals.

The fares and prices in detail are:
Sch. Olivia Sears, 5000 cod.
Sch. Gertrude DeCosta 9000 haddock, 8000 cod 2000 hake.
Sch. Galatea, 7000 haddock, 3000 cod, 2000 hake.
Sch. Dixie, 9500 cod.
Sch. Marion, 2200 cod.
Haddock, \$1.90 to \$2.50 per cwt.; large cod, \$2.50; market cod, \$1.75 to \$2; pollock, \$1.50.

MENACE TO NAVIGATION.

Section of Wreck of Barge Whitman Floating in Broad Sound.

A section of the wreck of the barge Whitman, which stranded on Devils Back, at the entrance to Broad Sound, Boston harbor, several months ago, is floating in Broad Sound, a dangerous menace to navigation, according to the report of Capt. Hudgins of the ocean tug Piedmont, which came in there from Baltimore with three loaded barges in tow. Capt. Hudgins said he passed the side of the barge about 200 yards east of Deer Island light. It was floating directly in the fairway, and in the track of shipping coming through Broad Sound.
Capt. H. M. Broadbent, in charge of the revenue cutter service in this district, was notified by the Marine Department of the Chamber of Commerce, and a cutter will probably be sent down to remove the obstruction.
The Piedmont broke her propeller by striking some obstruction in Vineyard Sound, and was assisted in reaching port with her consorts by the tug Charles T. Gallagher.

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Week's Landings at T Wharf

Fresh ground fish receipts at Boston for the week ending May 1 totalled 2,713,263 pounds from 83 arrivals against 1,927,200 pounds from 58 arrivals for the same period in 1912.

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NEW RULES FOR MOTOR BOATS.

In Same Class As Ocean-Ging Yachts in Inspection Service.

Motorboats have been placed in the same class as ocean-going and coast-wise steam yachts by the steamboat inspection service of the Department of Commerce. A new regulation just adopted allows practical experience on a motorboat to count in an application for license or raise of grade on ocean going or coast wise steam vessels. Formerly this applied only to steam yachts. A new regulation in regard to the lifeboat equipment on motorboats under fifty tons permits them to travel with a lifeboat capacity of only 100 cubic feet when navigating in daylight and when equipped with air tanks under deck sufficient to sustain the vessel afloat when full of water and with a full complement of passengers on board or with bulkheads so that the vessel will remain afloat with her full complement of passengers with any two compartments open to the sea.

Cutter Notes.

From present appearances the revenue steamer Androscogin will remain in Portland harbor for some weeks yet. Capt. Billard, her commanding officer, left Thursday for Washington on a month's vacation. Several of her crew were also paid off and discharged. The crews of both cutters received their pay at the custom house Thursday, thereby saving the Woodbury from making a trip to Eastport, where the men usually get their money.

The Highest Light on Our Coast.

The tallest light tower in the United States is at Cape Hatteras, on the low-lying coast of North Carolina, which is 200 feet from base to top of lantern. The highest light, however, is that at Cape Mendocino, on the coast of California, which is 422 feet above high water; it is on a cliff, the lighthouse itself being only twenty feet in height.—National Geographic Magazine.

The Polly Changes Hands.

The famous schooner Polly, built at Amesbury, Mass., in 1805, and used as a privateer in the war of 1812, has just changed ownership at Boston, being sold for about \$800. The Polly is said to have changed greatly in appearance since she ceased to run as a packet on the Maine coast, but some of the timbers that were put in her 108 years ago still remain.

Small Mackerel Receipts.

There is but little of an encouraging nature to offer in the fresh mackerel line this morning, the only receipts from the south since yesterday being nine small netting fares with a total of 1500 fish which were shipped from Chincoteague, Virginia.

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WHARTON HIT BIG FISHING

With a pretty good cargo on board, the Gloucester sch. Arkona, in command of the veteran Newman Wharton, arrived in port Friday morning. The vessel is from the Mizzen Bank, but it was not until a few days ago that Capt. Wharton struck it rich, and then it was a haul in a given time and the like of which the skipper never before experienced in his many years in the business. It was one of the freak hauls that a Gloucester fish killer hears about but seldom experiences. Without any warning a mighty swarm of the elusive sea denizens surrounded the vessel, and before the amazed crew of the schooner could realize the situation all that was left of the school had as suddenly taken its departure. However, it was a veritable god-send to the Arkona people, and with one or two more baitings, Capt. Wharton will sail with a full cargo for the home port. The Arkona secured her supply of fresh herring here at \$2 the barrel, and sailed Saturday for the grounds.—North Sydney Herald.

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Bailing in Good Mackerel Haul Out to the Southward



THREE SEINERS WITH FINE FARES

At New York Today—Saladin, Monarch and Lottie G. Merchant—Latter Ashore on Sandy Hook But Floated.

The first real good mackerel news of the season was received here this morning in a despatch to the Times, announcing the arrival of three of the seining fleet with fine catches, and two netters with small trips of fish. Sch. Lottie G. Merchant, one of the lucky crafts went ashore on Sandy Hook coming in, but was pulled off again and brought to the wharf with her fare.

The crafts are as follows:
Sch. Saladin, Capt. John Matheson, 18,000 fresh mackerel.
Sch. Lottie G. Merchant, Capt. Ralph Webber, 11,000 fresh mackerel.
Sch. Monarch, Capt. John Vautier, 18,000 fresh mackerel.
Netting sch. Reliance, 300 fresh mackerel.
Netting sch. Lafayette, Capt. George Peeples, 850 fresh mackerel.

Got Mixed Fish.

The Saladin took her fish in latitude 38.50 in 27 fathoms of water and are mostly mixed fish, so the despatch says. Sch. Monarch's fare runs mostly small.
It is the second trip for the Mon-

arch, Saladin and Lottie G. Merchant, all three crafts having landed small fares at New York on April 28.

The Merchant which was beating up the bay for New York Fulton market, struck on the Hook during a heavy fog this morning. Later about 8 o'clock, a tug succeeded in pulling her off and brought her safely to pier number 18. It is expected that the Merchant will have to go into dry dock although she is not seriously injured, so it is reported.

News Was Pleasing.

The news of the arrivals were posted on the bulletin board at the Board of Trade rooms where the most welcome news was scanned by a throng. It has happened just as was predicted that with good weather and dark nights on, the fleet would land on fish before long.

There were six vessels in the vicinity where the Saladin, Monarch and Merchant took theirs, but only three were successful. While the season out south is growing short and will be over in a little better than two weeks, there is much optimism among the skippers that some good trips will yet be landed before the fleet leaves for the Cape Shore.

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Portland Fishing Notes.

The big halibut fare brought in Thursday evening by the Gloucester sch. Avalon was purchased by Capt. Fred Harty for the New England Fish Co., he paying 6 1-2 and 8 1-2 cents per pound for the whole 35,000 pounds. This is the lowest price paid here for a long time, the market having broken badly following heavy receipts last week. In addition to the large amounts landed lately by the bankers 17 carloads of halibut have been received at New York within a few days from the Pacific coast.
The fishing steamer Philomena and Ethel, which arrived Thursday from Boston, left for the eastward Friday in search of pollock or herring, both of which are keeping pretty well out of sight at present.

Fishing Fleet Movements.

Sch. Lucinda I. Lowell arrived at Canso Thursday last and cleared for the Magdalens.
Sch. Preceptor passed Hawkesbury bound north, Thursday last.

Hauled Out of Gill Netting.

Steamer Swan which came down from the lakes during the winter to engage in gill netting has concluded that branch of the fishery for the season.

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WITH HOLD FULL OF FRESH COD

Sch. Frances P. Mesquita at T Wharf—Fourteen Other Craft In—Prices Low.

A fleet of 15 crafts, four of which are steam trawlers, were on hand this morning at T wharf with ample receipts to supply the demands of the trade.

Leading the fleet is sch. Frances P. Mesquita from Western Bank with 140,000 pounds of fresh cod and 2000 weight of halibut besides. The steamers Ripple had 38,000 pounds besides 1200 pounds of sole and 2500 pounds of catfish. Foam, 50,000 pounds and 2500 weight catfish. Crest, 30,000 pounds and 3000 weight sole. Surf, 62,000 pounds and 2000 pounds sole.

Wholesale dealers paid \$1.50 to \$2.50 a hundred pounds for haddock, \$2.75 for large cod, \$2 for market cod, \$1.50 to \$3 for hake, \$1.50 to \$2 for pollock, \$1.75 for cusk and 11 cents and nine cents a pound for halibut.

The steam trawler Ripple at T wharf, Boston, this morning brought in an anchor and 10 fathoms of cable which was hauled up on Georges last Friday. Both had been in the water for several years, it would appear from their condition, having probably been lost by one of the local fleet of handliners.

Boston Arrivals.

The fares and prices in detail are:

Sch. Ripple, 32,000 haddock, 6000 cod, 1200 lemon sole, 2500 catfish.

Sch. Foam, 41,000 haddock, 8000 cod, 2500 catfish, 1000 halibut.

Sch. Frances P. Mesquita, Jr., 140,000 cod, 2000 halibut.

Sch. Priscilla Smith, 3000 haddock, 7000 cod, 10,000 hake, 15,000 cusk, 700 halibut.

Sch. Natalie J. Nelson, 20,000 haddock, 8500 cod.

Sch. W. M. Goodspeed, 5000 haddock, 1500 cod, 2000 pollock.

Sch. Albert W. Black, 9500 cod, 25,000 hake, 5000 cusk.

Sch. Rose Standish, 15,000 cod, 400 pollock.

Sch. Annie and Jennie, 11,000 cod.

Sch. Massasoit, 1400 haddock 400 cod.

Sch. Ignatius Enos 1800 cod.

Sch. Eva Avina 11,000 cod.

Sch. Helen B. Thomas, 7000 haddock, 4200 cod, 2500 hake.

Sch. Crest, 36,000 haddock, 3000 lemon sole.

Sch. Surf, 60,000 haddock, 1100 cod, 3000 lemon sole.

Haddock, \$1.50 to \$3.50 per cwt.; large cod, \$2.75 market cod, \$2; hake, \$1.50 to \$3; pollock, \$1.50 to \$2; cusk, \$1.75; halibut, 11 cents for white and 9 cents for gray.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.50; snappers, \$3.

Eastern deck handline codfish, large, \$5.25; medium, \$4.50.

Eastern halibut codfish, large, \$4.75; mediums, \$4.25.

Georges halibut codfish, large, \$4.50; mediums, \$4.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.

Pollock, \$1.50.

Hake, \$1.50.

Haddock, \$1.50.

Fresh Fish.

Splitting prices:

Haddock, \$1 per cwt.

Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.

Western cod, large, \$2.25; mediums, \$2; snappers, 75c.

Peak cod, large, 2; medium, \$1.75; snappers, 70c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.

Cusk, large \$1.35; mediums, \$1; snappers, 50c.

Dressed pollock, 90c, round, 80c.

Bank halibut 9c for white and 7c for gray.

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CHARLIE FORBES IS BACK AGAIN

Lands Second Trip of Pollock In Three Days From the Rips.

The only off shore arrival here since Saturday is sch. Frances P. Mesquita which put in here yesterday, but afterwards continued to Boston with her mammoth fare of cod to be on hand for this morning's market.

Sch. Avalon, Capt. Benjamin Gree after disposing of her halibut fare Portland started for this port with 80 pounds of salt cod to take out. Outside the Avalon struck a flat calm and came along as slow as a mile in an hour most all the way from Portland.

Sch. Bessie M. Dugan, Capt. Charlie Forbes arrived again this morning with another of those fancy pollock seining fares, hailing for 55,000 pounds which were taken down on the Rip. Capt. Forbes evidently has got his stamping ground well marked, it being his second trip from that locality in three days.

The gill netters landed about 135,000 pounds of fresh fish over Saturday and Sunday, nearly two-thirds of which was pollock. Several of the trips went to the splitters to salt yesterday.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Avalon, via Portland, 8000 lbs salt cod.

Sch. Bessie M. Dugan, pollock seining, 55,000 lbs. fresh pollock.

Sch. Bryda F., pollock seining, 5100 lbs. fresh pollock.

Sch. Roamer gill netting, 1000 lbs. fresh fish.

Sch. Carrie and Mildred, gill netting, 2600 lbs. fresh fish.

Sch. Quoddy, gill netting, 400 lbs. fresh fish.

Sch. Eagle, gill netting, 500 lbs. fresh fish.

Sch. Naomi Bruce, gill netting, 8000 lbs. fresh fish.

Sch. Water Witch, gill netting, 2000 lbs. fresh fish.

Sch. Dolphin, gill netting, 2000 lbs. fresh fish.

Sch. Orion, gill netting, 2500 lbs. fresh fish.

Sch. Nora B. Robinson, 5000 lbs. fresh fish.

Sch. George E. Fisher, gill netting, 4000 lbs. fresh fish.

Sch. Gertrude T., gill netting, 6500 lbs. fresh fish.

Sch. Medomak gill netting, 3000 lbs. fresh fish.

Sch. R. J. Kellick, gill netting, 4800 lbs. fresh fish.

Sch. Sawyer, gill netting, 5000 lbs. fresh fish.

Sch. Harold II., gill netting, 400 lbs. fresh fish.

Sch. Sunflower, gill netting, 2500 lbs. fresh fish.

Sch. Hugo, gill netting, 1100 lbs. fresh fish.

Sch. Bessie A., gill netting, 1600 lbs. fresh fish.

Sch. Rough Rider, gill netting, 1300 lbs. fresh fish.

Sch. Robert and Edwin, gill netting, 2600 lbs. fresh fish.

Saturday's Gill Netting Arrivals.

Sch. Carrie and Mildred, gill netting, 3000 lbs. fresh fish.

Sch. Randolph, gill netting, 1200 lbs. fresh fish.

Sch. Quoddy, gill netting, 6500 lbs. fresh fish.

Sch. Eagle, gill netting, 1200 lbs. fresh fish.

Sch. Dolphin, gill netting, 4000 lbs. fresh fish.

Sch. Lorena, gill netting, 1500 lbs. fresh fish.

Sch. Rough Rider, gill netting, 600 lbs. fresh fish.

Sch. Little Fannie, gill netting, 2500 lbs. fresh fish.

Sch. Nora B. Robinson, gill netting, 3000 lbs. fresh fish.

Sch. Orion, gill netting, 5000 lbs. fresh fish.

Sch. Bethulla, gill netting, 4500 lbs. fresh fish.

Sch. Evelyn H., gill netting, 1800 lbs. fresh fish.

Sch. George E. Fisher, gill netting, 3000 lbs. fresh fish.

Sch. Mary L., gill netting, 2500 lbs. fresh fish.

Sch. Nashawena, gill netting, 3000 lbs. fresh fish.

Sch. Swan, gill netting, 1800 lbs. fresh fish.

LET CRAFT OFF ON SMALL FINE

Canadian Paper Thinks However Limit Sentence Would Have Good Effect.

Falling to comply with the Customs regulations in not taking her clearance papers before leaving a Northern Victoria County port, the schooner Jennie B. Hodgins, owned by Cunningham & Thompson, of Gloucester, and commanded by Captain Burton, a native of Cape North, was seized by Collector of Customs McPherson when she came into port last week.

This is the second vessel to violate the law in this respect within a short time. In the case of the Hodgins there seems to be no excuse. Her skipper had ample opportunity of going through the formality but for some reason or another he overlooked the obligation, and the result was the holding up of the vessel when she arrived here last week. Immediately Collector McPherson wired the Department in Ottawa and the reply came asking for particulars which was sent. As it was evidently an oversight on the part of the schooner's skipper, the Department decided to be lenient, and accordingly imposed the fine of \$50, when the vessel proceeded to the fishing grounds.

Judging from the remarks made by several of the captains of Gloucester vessels that were in port during the past several days, it would appear that the Department at Ottawa is too easy on Gloucester skippers who violate the Canadian law. "Let a Canadian vessel come to the American side," said one well known Gloucester fish killer, "and make even the slightest break regarding our laws, and you will see where he fits in. Why, nothing short of confiscation of the vessel and her equipment would ensue. Not that the American people would desire to be revengeful or hard on our Canadian brethren, but it is simply for the purpose of enforcing a strict adherence to and respect for our laws."

There is a lot of truth in this; and if the Canadian Government would give a limit sentence to some of the offending Gloucester fishermen, perhaps it would have the desired effect. —North Sydney Herald, April 30.

NEW FISH PIER IS IN SAD STATE

The big new fish pier, which is being built on Northern avenue, South Boston, is now in a state of temporary collapse, as the bulge in the south-westerly side of the big pier has reached such an extent as to wash away many tons of filling from the pier, by the tide coming through the sides or the stone wall, when the tide rises and falls.

The bulge occurred several weeks ago, and at that time the engineers in charge thought that the damage could be repaired easily. Many methods have been tried to place back the bulging stones, but none of them have as yet succeeded.

Drastic steps will soon be taken, it is said, as the work is greatly delayed. It has become necessary to build a big coffer dam on the pier to keep the rest of the filling from going, the way that much of it has gone, into the sea, and six big pile drivers, with a big suction pump, are now working.

The part washed away by the sea is about 20 feet deep, 200 feet long and 50 feet wide. This filling will all have to be replaced as soon as the bulging side is repaired. It is thought, however, by the engineers of the construction company that the whole side may have to be rebuilt.

If this is necessary, it will mean that much valuable time will be lost, and that the new pier will not open till sometime after the contracted date. There will also be much more expense, as all of the big granite boulders will have to be set over again.

Provincetown Fishing Notes.

Capt. W. J. Corea sailed South last Friday, and Capt. W. Williams went Saturday night to engage in the southern mackerel fishery.

Sloop Barbara, Capt. Johnson, has been thoroughly repaired at Manta's wharf.

Sch. Rose Cabral, Capt. Joseph Cabral has started fishing, after tying up all winter.

The sand eel seiners had hard fishing the past ten days.

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Sch. Water Witch gill netting, 2500 lbs. fresh fish.

Sch. Mystery, gill netting, 1000 lbs. fresh fish.

Sch. Medomak, gill netting, 3000 lbs. fresh fish.

Sch. R. J. Kellick, gill netting, 7000 lbs. fresh fish.

Sch. Sawyer, gill netting, 12,000 lbs. fresh fish.

Sch. Harold II, gill netting, 1500 lbs. fresh fish.

Sch. Harold, gill netting, 1700 lbs. fresh fish.

Sch. Anna T., gill netting, 4800 lbs. fresh fish.

Sch. Bessie A., gill netting, 1500 lbs. fresh fish.

Sch. Hugo, gill netting, 1600 lbs. fresh fish.

Sch. Sunflower, gill netting, 4100 lbs. fresh fish.

Sch. Frances P. Mesquita, Jr., Western Bank, 140,000 lbs. fresh cod (went to Boston.)

Vessels Sailed.

Sch. Imperator, shacking.

Sch. Rex, shacking.

Sch. Catherine Burke, halibuting.

Sch. Teazer, halibuting.

Sch. Tacoma, haddocking.

Sch. Reliance, mackerel netting.

Sch. Pinta, south seining.

Sch. Gladys and Nellie, Boston.

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Fulton Fish Market Notes.

The market was well supplied with fish last week, says the Fishing Gazette. As a general thing prices were attractive, still buying was light with the exception of Wednesday and Thursday.

Up to Friday noon mackerel vessels landed only 12,100 fish at Fulton Market. There were five arrivals, four being seiners and one netter. The impression prevails that there will be an abundance of mackerel during the coming week. Prices this week were 33c to 40c each.

Pollock sold at 3 cents a pound up to Wednesday, when the price advanced to 5 cents. Some sales were made on Thursday at 6 cents. There were no pollock on Friday.

Western white halibut brought 10 cents on Saturday. The closing price on Friday was 8 to 9 cents per pound. There was no eastern white halibut in the market.

Herring were quoted at \$3 to \$4 per barrel during the entire week.

There were no hake in the market until Wednesday when the price was 5 cents per pound. On Friday the quotation was 4 to 5 cents. Thursday some sales of hake were made at 6 cents.

The market was well supplied with codfish, most of it coming from the east. Market cod sold at 2 1-2 to 3 cents per pound and steak cod at 5 cents per pound, with the exception of Thursday when a few sales were made at 6 cents.

Two Fine Schooners Launched.

On Wednesday, April 24, at Shelburne, N. S., Messrs. W. C. McKay & Son launched the auxiliary schooner Helen C. McLean, a very pretty specimen of the shore fishing type, built for Capt. Fred McLean and others of Port Saxon. She will register 37 tons, and is fitted with a 24 horse power engine. A trial trip on the harbor, before the masts were stepped, indicated a speed of 7 1-2 knots per hour. She will be used for seining at first, for which she is well suited. There are accommodations for 10 men.

On Tuesday afternoon, the schooner, Ornate, 96 tons, was completed, and launched from the yard of Joseph McGill at Shelburne, N. S., for Capt. Joseph E. Conrad, of Upper LaHave. She is 104 feet in length, over all, and 23 feet beam, with 9 feet, 9 inches depth of hold.

The vessel is built in the popular semi-knockabout style, of which so many successful examples have been built by Mr. McGill. She was towed to the wharf, where rigging and fitting are now in progress, and she will be handed over to her owners in a few days.

Mr. McGill has now under construction a schooner for the Roseway Fish Company, and another for Messrs. Hollett Bros. of Newfoundland.